Discrimination against Air-hostesses in Al

1484. SHRIMATI BRINDA KARAT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the management of Air India issued instructions to permit Air-hostesses to be cabin-in-charge during flight operation;

(b) if so, whether the directive has been implemented thereof;

(c) if the answer to part (b) above is in the negative, the reasons therefor; and

(d) the steps taken by Government to ensure implementation of the directive and ending discrimination against Air-hostesses?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Yes, Sir. The Management of Air India in its administrative Order dated 27.12.2005, has permitted female cabin crew to work as In-flight Supervisor. Subsequent to issuance of this order, the Executive Cabin Crew filed a Writ Petition in the Delhi High Court (Writ Petition No. 2172 of 2006) against the said Order. While admitting the petition, the Hon'ble Court passed an interim order dated 6th January, 2006 by virtue of which the Management-had implemented positioning of female executive cabin crew as In-flight Supervisor. However, against the aforesaid order of the Single Judge, two more Petitions have been filed before the Delhi High Court, who has directed all parties to negotiate in the matter and also to maintain a *status quo*.

Disaster Management Programme of Air India

1485. SHRI LALIT SURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India propose to have an effective disaster management and family assistance plan for the aircraft accident victims;

(b) if so, the details thereof alongwith the areas of Air India's operations proposed to be covered thereby;

(c) whether the arrangement is proposed to be entrusted to a private firm; and

(d) if so, the details thereof and the conditions attached therewith?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Air India is having its own contingency

plan for Disaster Management. Air India also provides family assistance to the aircraft accident victims to its all online stations which includes arranging tickets, hotels, transportation etc.

(c) and (d) Air India has not entrusted this arrangement to any private firm.

Traffic in metro routes

1486. SHRI RAJEEV SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware of rapidly increasing air traffic between major metro trunk routes like Delhi and Mumbai; and

(b) whether Government are considering any steps to resolve the problem if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Airports Authority of India has taken the following measures to improve Air Traffic Control (ATC) System so as to reduce congestion at major airports:

(i) Construction of additional **taxiways** such as parallel taxiways, rapid exit taxiway and other link taxiways to reduce the runway occupancy time and thereby increase the capacity.

(ii) Construction of additional parking stands.

(iii) Procedures for simultaneous use of both runways are proposed to be implemented.

(iv) Improved ATC procedures have been framed.

(v) Dedicated Clearance Delivery Position has been implemented at Mumbai and Delhi during peak period time.

(vi) Ban on general aviation aircraft during the peak periods at Delhi and Mumbai airports.

(vii) Upgradation of ATC automation system at Delhi and Mumbai airports.

(viii) Automatic Dependence Surveillance System—Controller Pilot Data Link Communication has been provided at Mumbai, Delhi, Chennai and Kolkata airports.